

## 6000 EXECUTIVE BOULEVARD

### SKETCH PLAN NO. 320220070



#### Description

Proposed mixed-use project with up to 927,420 square feet of total development, with up to 556,452 square feet of commercial uses and up to 741,936 square feet of residential uses.

No. 320220070

Completed: 03-28-2022

MCPB

Item No.

2425 Reddie Drive

Floor 14

Wheaton, MD 20902

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## Summary

### LOCATION:

6000 Executive Boulevard

### MASTER PLAN & ZONE:

CR-2.5, C-1.5, R -2.0, H-200, in the *White Flint 2 Sector Plan*

### PROPERTY SIZE:

8.52-acre tract

### APPLICANT:

CPH 6000, LLC

### ACCEPTANCE DATE:

11/17/2021

### REVIEW BASIS:

Chapter 59

- The Sketch Plan seeks to transform the Property from a single office building surrounded by surface parking to an urban, mixed-use development with a variety of building types and open spaces.
- The Subject Property received its first Sketch Plan approval on August 1, 2018 through Application No. 320180140. That approval was deemed invalid because a Site Plan was not filed within 36 months of the Planning Board Resolution.
- After Staff placed the Subject Application on hold for administrative reasons on February 10, 2022 and reinitiated on March 9, 2022, the Planning Director extended the review period by 30-days in accordance with Section 59.7.3.3.C of the Zoning Ordinance.
- The Project will not result in any substantive changes to the original Sketch Plan approval, as documented in Corrected Resolution MCPB No. 18-048.

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## SECTION 1

### RECOMMENDATION & CONDITIONS

#### Sketch Plan No. 320220070

Staff recommends approval of 6000 Executive Boulevard, Sketch Plan No. 320220070, a mixed-use development on approximately 8.52 tract acres, zoned CR-2.5, C-1.5, R 2.0, H 200. The following site development elements shown on the latest electronic version as of the date of this Staff Report submitted via ePlans to the M-NCPPC are binding under Section 59-7.3.3.F:

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 927,420 square feet of total development on the Subject Property, which may include up to a maximum 556,452 square feet of commercial uses and 741,936 square feet of residential uses. The maximum number and distribution of residential dwelling units and non-residential uses will be determined at Preliminary and Site Plan.

2. Height

The development is limited to a maximum height of 200 feet, as measured from the building height measuring point(s) illustrated on the Certified Site Plan.

3. Incentive Density

The development must be constructed with the public benefits listed below, unless modifications are made under Section 59.7.3.3.I. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7.1 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points and phasing will be established at Site Plan approval.

- a. Major Public Facility, achieved through delivering a portion of a trail envisioned in the *White Flint 2 Sector Plan* and a proportional financial contribution towards a school or park within the Sector Plan area, with the amount to be determined when the Phase 1 Site Plan is approved;
- b. Transit Proximity, achieved through Property's location within ½ mile of the White Flint Metro Station (level 1);
- c. Diversity of Uses and Activities, achieved by providing 15% of the residential units as MPDUs;
- d. Quality of Building and Site Design, achieved through exceptional design, public open space, structured parking; and
- e. Protection and Enhancement of the Natural Environment, achieved through building lot terminations.

4. Public Spaces

The Applicant must provide the pedestrian/bicycle path within the landscaped buffer, the neighborhood green, plazas, and pocket greens, as conceptually shown on the Sketch Plan, that will be privately owned and maintained. While these spaces must be in the approximate location, size, and quantity as shown on the Sketch Plan, the exact size, location and design will be determined at the time of Site Plan(s).

5. Future Coordination for Preliminary Plan(s) and Site Plan(s)

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary Plan or Site Plan:

- a. The approximately 3,045-square foot area of land in the northeast corner of the proposed lot must be abandoned by Montgomery County or otherwise conveyed to the Applicant prior to plat recordation.
- b. Design of the neighborhood green should minimize the visual prominence of the utility poles along Old Georgetown Road. The neighborhood green should be provided, in whole or in part, as early as possible in the second and third phases of the project.
- c. During Phase 1 or as soon as practicable after completion of the Western Workaround, a fence with a mural and a planted border must be installed to screen the temporary parking area.
- d. Energy efficiency in building design features.
- e. Appropriate architectural treatments on Building B's western façade.
- f. A strong pedestrian connection between the existing office building and the proposed neighborhood green along Old Georgetown Road.
- g. Views to the service areas of the existing building from the proposed residential buildings.
- h. Dedication of right-of-way consistent with the *White Flint 2 Sector Plan* and the Western Workaround.

- i. Coordination with the Montgomery County Department of Transportation (MCDOT) and the Planning Department regarding the proposed Bus Rapid Transit (BRT) Corridor 6 and the station location.
  - j. ADA compliance.
  - k. High quality bicycle parking, as required by the Zoning Code and described in the Planning Department's Bicycle Parking Guidelines (pages 13 – 15).
  - l. Bike sharing station(s).
  - m. Explore providing an easement to an applicable County Agency, or similar entity, for access to the southwest portion of the Property related to stream restoration work.
  - n. Provide adequate screening of the garage entrances to Buildings A and B, if necessary, to minimize headlight glare to adjoining properties.
  - o. Provide adequate screening of any above-grade parking.
  - p. The Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT to assist in achieving and maintaining the staging provisions for the non-auto driver mode share (NADMS) goals in the White Flint Policy Area and participate in the North Bethesda Transportation Management District. The Agreement must include funding for a bike sharing station.
6. The Applicant must submit a Site Plan within 36 months after the date the mailing date of the Sketch Plan resolution.

## SECTION 2

### SITE DESCRIPTION

#### Vicinity

The Subject Property (“Subject Property” or “Property”- outlined in red in Figure 1 below) is described as Parcel N606, Part of Parcel D, Washington Science Center and located at 6000 Executive Boulevard in North Bethesda, at the southwest corner of the intersection of Executive Boulevard and Old Georgetown Road (MD 187). The Subject Property is part of the gateway to the White Flint district, and less than a half-mile walk to the White Flint Metro Station.

To the north, across the 120-foot right-of-way of Executive Boulevard, the Subject Property confronts property owned by Willco Companies that is currently developed with three office buildings. To the northeast, diagonally across the intersection of Executive Boulevard and Old Georgetown Road, is the high-density mixed-use Pike & Rose development, which has a variety of building types and sizes, including multi-family residential, office, restaurant, retail and a hotel. To the east, across the 150-foot right-of-way of Old Georgetown Road, the Gables White Flint project has been approved for a multifamily building with 476 dwelling units and an adjacent parking garage that will also serve the Kennedy Shriver Aquatic Center. To the south, the Property abuts detached homes in the R-200 zone. To the west, the Subject Property abuts property developed with a single office building.

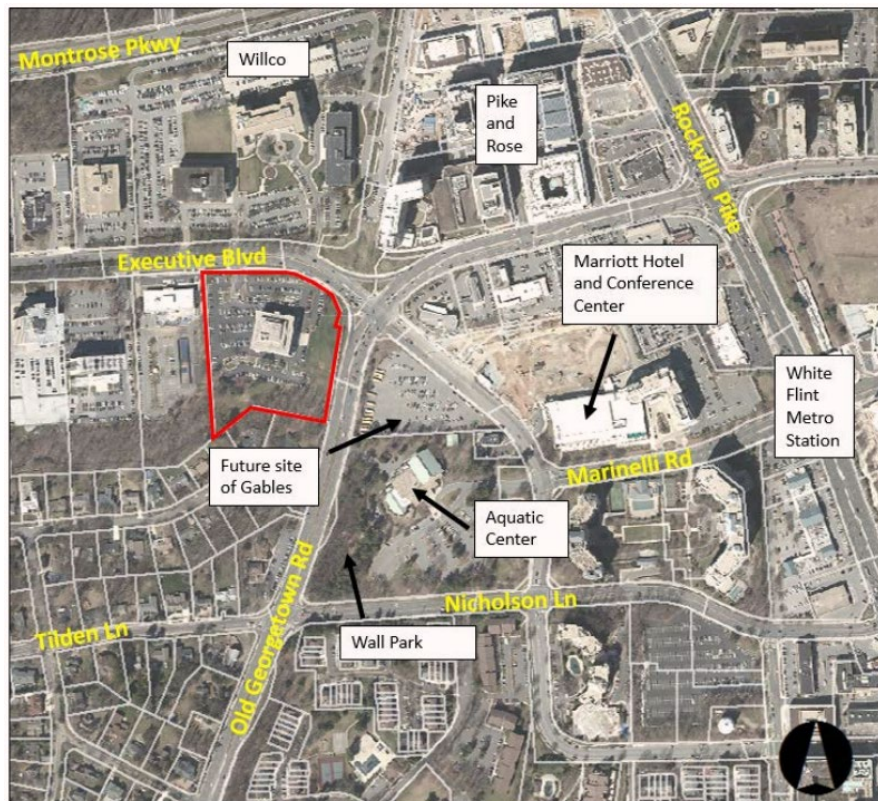


Figure 1: Vicinity Map (Property Outlined in Red)



## Site Analysis

The 6.78-acre Property is zoned CR 2.5, C-1.5, R-2.0, H-200 and has a tract area of 8.52 acres. It is currently developed with a seven-story office building containing the Applicant's corporate offices as well as medical and other offices with a total of 128,571 square feet, and 374 surface parking spaces. The Subject Property currently has two vehicular access points on Executive Boulevard. In the northwest corner of the site is a full-movement, signalized access drive directly opposite the entrance to the Willco property across the street. Closer to Old Georgetown Road is a one-way, right-out access point.

The southern end of the Property includes trees, a grassy area currently occupied by a utility easement, stormwater facilities, and a culvert that holds the headwaters of Old Farm-Neilwood Creek. The creek emerges from the culvert in the southwest corner of the Subject Property and runs west, behind the office buildings on the south side of Executive Boulevard. The Subject Property also contains a grassy lawn area between the existing office building and Old Georgetown Road to the east. A County Ride On bus stop is located along the Subject Property's Executive Boulevard frontage.



Figure 2: Subject Property (Outlined in Red)



## SECTION 3

### PROJECT DESCRIPTION

#### Previous Sketch Plan Approval

Sketch Plan No. 320180140 was approved on August 1, 2018, via Corrected Resolution MCPB No. 18-048, to redevelop the Property with a mixed-use project containing a maximum of 927,420 square feet of development, which may include up to a maximum 556,452 square feet of commercial uses and 741,936 square feet of residential uses. Subsequent to dedication along Executive Boulevard and Old Georgetown Road, and acquisition of abandoned right-of-way at the intersection, the Property's lot area is 6.49 acres. Sketch Plan No. 320180140 was deemed invalid because a Site Plan was not filed within 36 months of the Planning Board Resolution. Section 59.7.3.3.G of the Zoning Ordinance states:

*If a sketch plan is approved, a site plan under Section 7.3.4 must be submitted within 36 months after the date the resolution is sent, unless a longer period is established by the resolution.*

Based on prior Sketch Plan's approval date of August 1, 2018 (Attachment A), the Applicant was required to submit a site plan by August 1, 2021. The Applicant did not satisfy that requirement, therefore the original approval associated with Sketch Plan No. 320180140 was deemed invalid. The Subject Application seeks a new approval of the previously approved Sketch Plan 320180140 without modifying the elements approved under the previous approval.

#### Proposal

Sketch Plan No. 320220070 proposes no changes to the previously approved, but invalidated, Project associated with Sketch Plan No. 320180140. As originally approved and currently proposed, that Project would redevelop the property with up to 927,420 square feet of total development, comprised of up to 556,452 square feet of commercial uses and up to 741,936 square feet of residential uses. Subsequent to dedication along Executive Boulevard and Old Georgetown Road, and acquisition of abandoned right-of-way at the intersection, the Property's lot area will be 6.49 acres.

As originally approved and currently proposed, the project includes an office and retail tower at the corner of Executive Boulevard and Old Georgetown Road, an active adult, age restricted residential building at a lower height farther west on the site, and an active adult, age-restricted low-to-mid-rise residential building on the southern portion of the Property. The age-restricted buildings will provide 15% Moderately Priced Dwelling Units (MPDUs). The existing seven-story office building in the center of the Property will remain, and the Applicant plans to extend the partial top floor and enclose space on the open ground floor and second floor to expand the usable area. Building height will transition from 200 feet at the corner of Executive Boulevard and Old Georgetown Road to 50 feet closest to the southern property line.

As originally approved and currently proposed, the Applicant proposes to remove the easternmost curb cut from Executive Boulevard. The Applicant will build an internal roadway out to a future right-in/right-out access point planned on Old Georgetown Road; the curb cut added to the east of the existing office building to replace the parking that will be removed as the new buildings are constructed. After the Western Workaround is complete, the Applicant plans to screen the temporary parking area with a fence. A temporary mural will be created on the fence by a local non-profit arts organization under the direction of a local artist, and a pollinator border with flowers and habitat for various insects and birds will be planted in front of the fence. The decorated fence and pollinator border will be maintained until the neighborhood green is built.

As originally approved and currently proposed, public open space will exceed the 10% requirement and will include a pedestrian/bicycle path along the southern border of the Property, as well as urban plazas, pocket greens, and a neighborhood green along Old Georgetown Road.

The Applicant intends to file a subsequent Preliminary Plan and Site Plan application(s), to implement the development proposed through this Sketch Plan.



Figure 3: Sketch Plan



Figure 4: Illustrative Site Sections

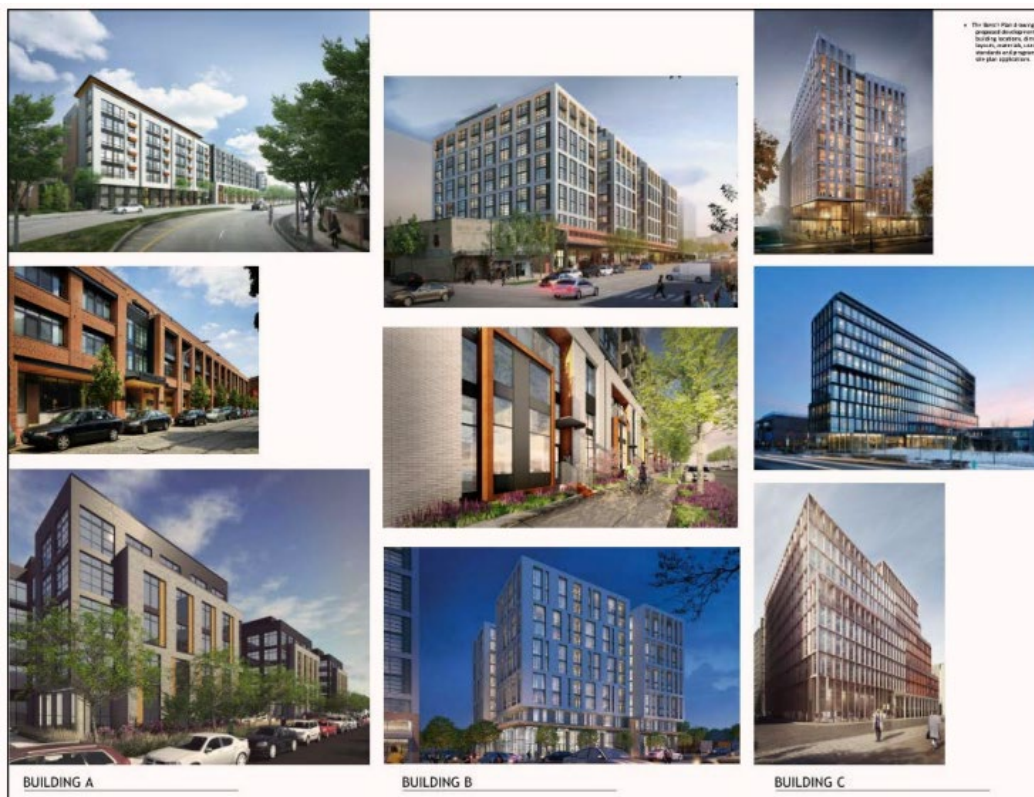


Figure 5: Precedent Building Images

## Open Space and Recreation

The Applicant is required to provide 10% of the Site, or 28,289 square feet, as Public Open Space. As originally approved and currently proposed, the Applicant is proposing up to 100,000 square feet of open space. The first public open space component that the Applicant anticipates delivering on the Subject Property will be the landscaped area and pedestrian/bicycle path along the southern property line, as called for in the Sector Plan. The pedestrian/bicycle path will be the first segment of a trail that the Sector Plan envisions traversing the area behind the existing office buildings along the south side of Executive Boulevard. The Applicant proposes an entry feature with elements such as a pergola and a bench. The path itself will be paved, with native plantings on both sides.

As originally approved and currently proposed, the Applicant also proposes a neighborhood green, approximately one half-acre in size, that will be located along Old Georgetown Road between Buildings A and C. The preliminary concept for the neighborhood green includes a structural component to anchor this space, which may take the form of a retail pavilion, a water feature, public art or some other element that will help make the space usable and appealing. Also planned for the neighborhood green are raised lawns, seat walls, and terraces to define spaces and uses within the park. The neighborhood green will also include a lawn area and seating.

The project will include additional open spaces in the form of plazas and pocket greens of varying sizes and configurations interspersed among the buildings.

Section 6.3.9 of the Zoning Ordinance requires that any building containing 20 or more dwelling units offer recreational facilities in accordance with M-NCPPC's Recreation Guidelines. Each phase of the Project must comply with any applicable recreational requirements, which may include providing private spaces as well as publicly accessible amenities. The Applicant's recreation and amenity analysis, as required by M-NCPPC's Recreation Guidelines and the CR Zone, will be submitted at the time of Site Plan(s).



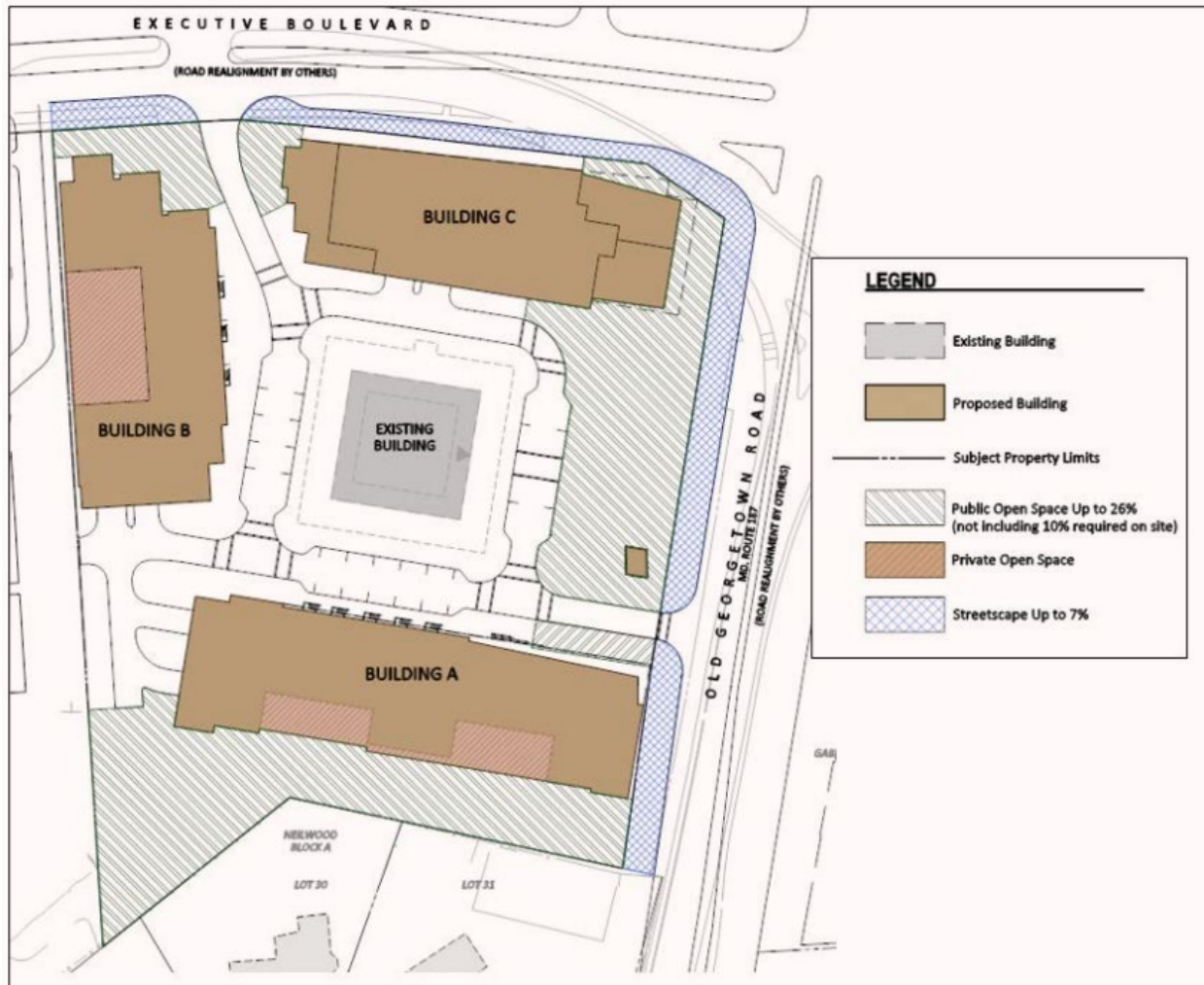


Figure 6: Proposed Open Space Plan



Figure 7: Precedent Open Space Concepts and Images

## Phasing

The Applicant intends to file a subsequent Preliminary Plan and Site Plan(s) to implement the project. Although identified presently as Phases 1, 2, and 3 based on current plans, phases may occur in any order or may be combined. The elements of the project that are proposed to be included in each phase are described below.

### Phase 1

- Building A, with approximately 131 age restricted multi-family units.
- The 50-foot landscaped buffer area between Building A and the southern property line that will contain the pedestrian-bicycle path.
- The new curb cut on Old Georgetown Road.
- Internal streets and sidewalks connecting Executive Boulevard and Old Georgetown Road entrances.
- The temporary surface parking along Old Georgetown Road to replace the parking for the existing office building that will be displaced by Phase 1 and Phase 2 buildings.



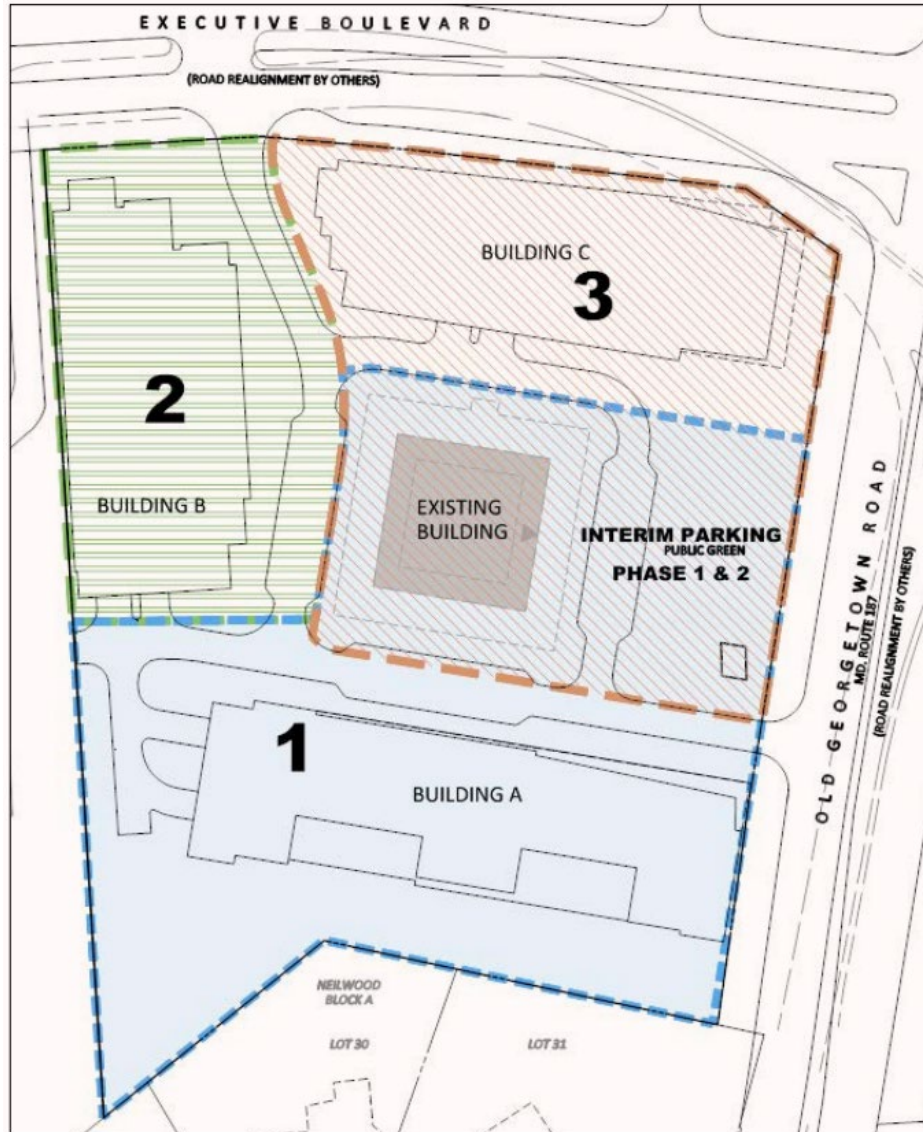


Figure 8: Proposed Phasing Plan

### Phase 2

- Building B, with approximately 214 to 233 age-restricted multi-family dwelling units.
- An Urban plaza or pocket green between the north facade of Building B and Executive Boulevard.
- A paved sidewalk and streetscaping along internal north-south road.

### Phase 3

- Building C, with retail occupying the east and west ends of the ground floor and office above.
- The 0.5-acre neighborhood green along Old Georgetown Road.
- The urban plaza at the northeast end of Building C.

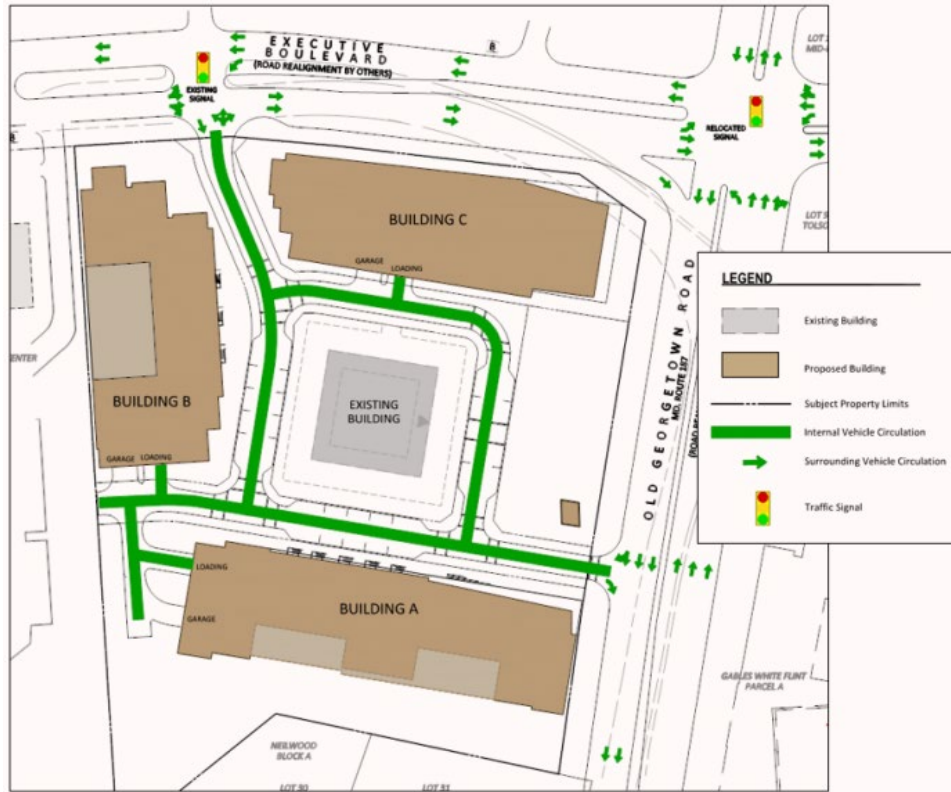
- Sidewalks/paths connecting the urban plaza with neighborhood green and building entrance.
- Landscaped sidewalks along Executive Boulevard and Old Georgetown Road.
- The top floor of the existing office building will be extended to the building footprint approved under Site Plan Amendment 81973005B. The open ground floor and second floor space will be enclosed to extend usable space.

## **Transportation**

### Circulation

As originally approved and currently proposed, parking for Building A will be below grade on the north side of the building. On the south side, where the topography slopes down, the parking will be mostly underground with the remainder concealed by a green screen, art feature or architectural treatment. The garage entrance and loading dock will be along the west facade of the building, adjacent to the garage entrance and loading dock for Building B and furthest away from Old Georgetown Road and Executive Boulevard.

As originally approved and currently proposed, Buildings B and C will each have three levels of parking underground with the remainder above-grade. Parking will occupy the ground level of Building B only along the south and west facades, away from Executive Boulevard and the public open spaces. The ground level at the north end of Building B will be occupied by lobby and amenity areas. Due to its narrow footprint, Building C will need to have a section of its garage at ground level, between the two retail areas at the east and west ends of the building. The ground level garage space will be given architectural treatments and/or plantings that will make it an attractive part of the Executive Boulevard streetscape. The garage entrance and loading area will be on the south side of the building.



As originally approved and currently proposed, the Subject Property will have two access points. In the northwest corner of the site is a full-movement, signalized access drive that will be retained directly opposite the entrance to the Willco property across the street. During Phase 1 of the project, the Applicant will build an internal roadway to connect to a future right-in/right-out access point planned on Old Georgetown Road; the curb cut is to be built by the County as part of the Western Workaround project. Future Preliminary Plan and Site Plan applications will refine the access concept, proposed through the Subject Application, to respond to the Western Workaround Capital Project (P501506).

As originally approved and currently proposed, the Applicant proposes internal circulation consisting of sidewalks and private roads. Private roads are preferred by the Applicant for the following reasons:

- Private roads will allow for numerous community-wide utility crossings which accommodate development in the area, including storm drain, water, sewer, fiber optic, telecommunications, and electric lines. Placing each of these within easements outside of a publicly dedicated right-of-way would render the site virtually undevelopable. The utility corridors will allow for significant open space and trail connections unencumbered by restrictive easements
- The stormwater management for public roads, and related easements, would unduly restrict development on the Property.

- The horizontal and vertical public road standards are not practical on a Property of this size. The roads must serve up to four buildings, while maintaining grade along two frontages and the rear property line shared with residential properties and containing a stream valley buffer.
- The Sector Plan does not propose any public roads on the Property.

The private road cross-sections will be built to County standards and the horizontal cross-section will accommodate fire and rescue access as well as all anticipated trucks and service vehicles. Bicycle access will be possible along internal roads, but the primary and more convenient bicycles routes will be in separate bike lanes that are planned as part of the Western Workaround, as well as on the pedestrian/bike path that will start on the Subject Property and continue to the west. The proposed private roads will be evaluated at the time of subsequent Preliminary Plan and Site Plans.

#### Master-Planned Roadways, Bikeways, and Transitways

The 2018 *White Flint 2 Sector Plan*, 2013 Countywide Transit Corridors Functional Master Plan, and the 2018 Bicycle Master Plan include the following recommendations:

Old Georgetown Road (MD 187) is currently designated as a six-lane divided major highway, M-4, with a 150-foot right-of-way and a shared use path, LB-10. The Sketch Plan shows a right-of-way transfer resulting in 81 feet of right-of-way from the centerline of Old Georgetown Road.

Executive Boulevard is designated as a four-lane divided business road, B-7, with a 120-foot right-of-way and a shared use path, LB-3. The Sketch Plan shows a right-of-way transfer to MCDOT resulting in 66 feet of right-of-way from the centerline of Executive Boulevard.

The Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans recommends one-way separated bike lanes along both sides of Old Georgetown Road and a sidepath along the east side, while the Bicycle Master Plan recommends 10-foot-wide side paths along both sides of Old Georgetown Road. The Urban Design Guidelines and the Bicycle Master Plan both recommend two-way 12-foot-wide separated bike lanes on the north side of Executive Boulevard (pp. 112 and 124). As discussed in the section above, bike facilities along Old Georgetown Road and Executive Boulevard have been designed as part of the Western Workaround project.

The Countywide Transit Corridors Functional Master Plan recommends BRT Corridor 6, the North Bethesda Transitway, with a western terminus at Montgomery Mall. There are two alternative routes for the eastern portion of the corridor, with one alternative terminating at Grosvenor Metro Station and the other terminating at White Flint Metro Station. For the alternative terminating at the White Flint Metro Station, a station is proposed at the intersection of Old Georgetown Road and Executive Boulevard.

#### Existing Transit Service

The Property is located approximately one half-mile from the White Flint Metrorail Station.

There are several bus routes operating along Old Georgetown Road south of the Property at the intersection with Tilden Lane/Nicholson Lane, but no transit service operating along the Property frontage of Old Georgetown Road. There are three transit routes operating along Executive Boulevard as follows:

- Ride On route 5 operates between the Paul S. Sarbanes Transit Center/Silver Spring Metrorail Station and the Twinbrook Metrorail Station with 30-minute headways on weekdays and weekends.
- Ride On route 26 operates between Glenmont Metrorail Station and the Montgomery Mall Transit Center with 30-minute headways on weekdays and weekends.
- Ride On route 81 operates between the Rockville Metrorail Station and the White Flint Metrorail Station with 30-minute headways on weekdays only.

#### Pedestrian and Bicycle Facilities

The existing sidewalk along Old Georgetown Road is approximately 5.5 feet wide with no green panel, while the existing sidewalk along Executive Boulevard is six feet wide with a variable width green panel.

At the time of site plan review, the Applicant should:

- Provide streetscape details that enhance pedestrian safety and walkability for Old Georgetown Road and Executive Boulevard
- Ensure that all internal pedestrian connections are ADA compliant.
- Provide the required number and type of bicycle parking spaces.
- Provide MCDOT recommended bike sharing station(s).

#### Transportation Adequate Public Facilities Test

The Sector Plan recommended an amendment to the 2016-2020 Subdivision Staging Policy (SSP) permitting the extension of the White Flint Metro Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards for three properties, including the Subject Property. These properties will have the higher White Flint MSPA congestion standard for signalized intersections, which has a volume-to-capacity ratio of 1.13. This translates into an average vehicle delay equivalent to 120 seconds per vehicle.

The County Council adopted the Subdivision Staging Policy Amendment to the White Flint Policy Area in April 2018, and the boundary of the policy area expanded to the west to include the Subject Property. The White Flint Special Taxing District, which is an *ad valorem* tax, exempts this Property from the Local Area Transportation Review (LATR) test, and uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the White Flint Sector Plan. The Applicant will satisfy the transportation Adequate Public Facilities test by paying into the White Flint Policy area special taxing district.

### Transportation Management District

The Property is within the boundary of the White Flint Policy Area and the North Bethesda Transportation Management District (TMD). The Applicant must enter into a Traffic Mitigation Agreement with the Planning Board and MCDOT to assist in achieving and maintaining the staging provisions for the non-auto driver mode share (NADMS) goals in the White Flint Policy Area and participate in the North Bethesda Transportation Management District. The Agreement must include funding for a bike sharing station.

### **Environment**

NRI/FSD No. 420150370 was approved for this site on October 22, 2014. The site contains no streams, wetlands, 100-year floodplains, or known occurrences of Rare, Threatened, and Endangered species. There are 0.17 acres of stream buffer near the southwest corner of the property extending from the stream channel on the property immediately to the west of this site. The property contains approximately 0.75 acres of forest, including two specimen-size trees.

As originally approved and currently proposed, the Sketch Plan is in conformance with the Planning Department's Environmental Guidelines. A Preliminary/Final Forest Conservation Plan (No. 81973005C) was submitted with the prior Sketch Plan approval.

The Sector Plan includes a specific recommendation that "A minimum 50-foot wide landscape area must be retained on the southern portion of the property. This landscape includes preserved and new trees, the pedestrian-bike path called for in this Plan and required utility easements." The approximate area of the tree preservation area is shown on the submitted Sketch Plan and is also shown on Preliminary/Final Forest Conservation Plan No. 81973005C. Future Site Plans or Site Plan Amendments should show this area on the landscape plans.

### **Community Outreach**

The Applicant held a pre-submittal public meeting on October 21, 2021 and has complied with all submittal and noticing requirements. Staff received one email dated February 4, 2022, which raised concerns about soil erosion and storm water runoff. In response to those concerns, Staff explained that subsequent preliminary plan and site plan applications would evaluate the Project's stormwater management concept.



## SECTION 4

### SKETCH PLAN NO. 320220070

#### Analysis and Findings

Sketch Plan No. 320220070 will not alter the overall character of the previously approved Sketch Plan No. 320180140 and remains consistent with the original Sketch Plan findings, as set forth in Corrected Resolution MCPB No. 18-048. During review of Sketch Plan No. 320220070, Staff re-evaluated each of the required findings and determined that the Subject Application remains consistent with the prior approval. The following represents Staff's re-evaluation of the Project.

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR, CRT, EOF or LSC zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during Preliminary and Site Plan review. Section 59.7.3.3.E of the Zoning Ordinance states: "To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The Sketch Plan must:

**1. The Sketch Plan meets the objectives, general requirements, and standards of the Zoning Ordinance.**

a. Development Standards

The Subject Property includes a tract area of approximately 8.52 acres zoned CR-2.5, C-1.5, R-2.0, H-200. The data table below demonstrates the Application's conformance to the applicable development standards of the zone. The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in the following Data Table:

Table 1: Sketch Plan Data Table

Section	Description	Required/Permitted	Provided
<b>Density and Height</b>			
4.5.4.B.2.b	Maximum Density	Total 927,420 SF Commercial 556,452 Residential 741,936	Up to 927,420 SF total Up to 556,452 SF commercial Up to 741,936 SF residential
4.5.4.B.2.b	Maximum Height	200 ft.	200 ft.
4.5.4.A.4/ 4.1.8.B	Height Compatibility	No structure may protrude beyond a 45-degree angular plane projecting over the subject property, measured from a height equal to the height allowed for a detached house in the abutting or confronting Residential zone.	Project complies with height compatibility requirements as measured from property lines with all abutting single-family lots.
<b>Placement and Form</b>			
4.5.4.B.3	Setbacks	Determined by site plan	To be set by site plan
4.5.4.A.4/ 4.1.8.B	Setback Compatibility	The minimum rear setback is equal to 1.5 times the minimum rear setback required for a detached house on the abutting property.	Project complies with setback compatibility requirements as measured from property lines with all abutting single-family lots.
4.5.4.B.4	Form	Determined by site plan.	To be addressed by site plan.
<b>Open Space and Parking</b>			
4.5.4.B.1	Minimum Open Space	10% Public Open Space or 28,289 SF	Minimum 28,289 SF to be provided; Sketch Plan anticipates approx. 45,000 SF
6.2.4.B	Minimum Parking Permitted/Maximum Allowed	Minimum 1,164 spaces Maximum 1,932 spaces	Sketch Plan anticipates 1,319 spaces.

b. Intent of the Zone

The Sketch Plan conforms to the intent of the CR Zone as described below.

i. ***Implement the recommendations of applicable master plans.***

The Property is located within the Executive Boulevard South District in the Approved and Adopted 2018 *White Flint 2 Sector Plan*. The Sector Plan recommended rezoning the property from the EOF 0.75 H100T Zone to the CR- 2.5, C-1.5, R-2.0, H-200 Zone. As a traditional suburban office park, the Sector Plan envisions that several existing Executive Boulevard “office buildings will be retained and complemented by new

residential and non-residential development, especially properties that are near new infrastructure and development in the 2010 White Flint Sector Plan area” (p.31). Further, the “existing environmental resources can provide the framework for new infill development and some redevelopment to create a sustainable and innovative district” (p.31).

#### Density and Building Height

Specifically, for 6000 Executive Boulevard, the Sector Plan recommends that development on this property “must transition from a maximum of 200 feet high at the northeastern corner of the property to 70 feet at the southern portion of the property. A minimum 50-foot wide landscape area must be retained on the southern portion of the property that will include preserved and new trees, the pedestrian-bike path called for in this Plan, and required utility easements. Public open space on this property should consist of a combination of an urban greenway, plazas or pocket greens” (p.34).

The development is consistent with the Sector Plan’s recommendations for the Commercial Residential (CR 2.5 C1.5 R2.0 H200) Zone. Buildings A (70 feet), B (150 feet) and C (200 feet) are consistent with the Sector Plan height recommendations for this Property. The existing 7-story office building is also consistent with the Sector Plan’s building height recommendation. The 2.50 FAR is also consistent with the Plan’s density recommendation for this Property.

#### Design and Connectivity

The Sector Plan’s design and connectivity recommendations for Executive Boulevard South are to:

- Create an architectural gateway into the greater White Flint area.
- Locate maximum building heights along Executive Boulevard and away from the adjacent single-family residential community.
- Establish a pattern of short blocks and internal streets to promote walkability (p.35).

The Sketch Plan achieves these recommendations since Building C, which is approved at 200 feet, creates a gateway feature at the intersection and is the maximum height for the development. The development plan layout creates internal streets with sidewalks that promote walkability.

#### Affordable Housing

The Sector Plan’s housing chapter requires “15 percent MPDUs as the highest priority public benefit for all new residential development, unless the property is required to

dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park” (p.59). The development is proposing 15 percent MPDUs for the development; therefore, it is consistent with the Sector Plan recommendations for affordable housing.

#### Public Facilities

The Sector Plan does not recommend any new public facilities since the adjacent 2010 *White Flint Sector Plan* recommends an array of new public facilities, including a fire station and recreation center. However, the Sector Plan requires that “each and every development application should be thoroughly evaluated for a potential school site, notwithstanding any previous development approvals. It is this Plan’s direction that the Planning Department will negotiate for maximum dedication of land for a school site and that this be the top priority benefit under the review process of projects proceeding under these plans” (p.96).

The Subject Property is approximately 6.5 acres excluding past and proposed dedications, and has an existing office building in the center of the site. An urban format elementary school site would require at least four to five acres of the Property. A middle or high school require would require much more land, a minimum of 12-15 acres and 30 acres, respectively. As such, the Subject Property is ill-suited to providing a school site due to its size and the location of the existing building. Comparing the small size of the potential building footprints for infill development with the space needs for a public school at any level, a workable school site at this location would not be possible in conjunction with infill development. However, the Applicant is supporting the top priority Sector Plan benefit by including a financial contribution towards a school or park within the Sector Plan area.

#### Public Open Space

The Sector Plan recommends that new public open spaces should “consolidate the areas designated for public use space as part of the development process into substantial, programmable, and accessible spaces” (p.26). And, in mixed-use settings, public open spaces should be created “for community use that are framed and activated by surrounding development and uses, where the public feels welcome to gather and linger” (p.26).

The public green, between Buildings C and A, will implement a key public open space identified in the Executive Boulevard South District and especially for this Property.

### Environment/Sustainability

The Sector Plan provides overall environmental sustainability recommendations, including preserving natural resources, improving water and air quality, and reducing carbon emissions. It also provides more specific goals within each of those categories as follows:

#### *Natural Resources*

- Preserve the existing forested stream area south and west of Executive Boulevard and adjacent to the Luxmanor residential community.
- Incorporate multiple layers of native vegetation in landscaping, including plants that are highly attractive to pollinators, to provide food sources for declining populations of native pollinator species.
- Direct infill development to existing surface parking lots to preserve green spaces (p.62)

#### *Water Quality*

- Prioritize environmental public benefit points for tree canopy cover in the CR zone.
- Promote the use of environmental site design (ESD) techniques to reduce impervious areas (p.63).

#### *Air Quality*

- Incorporate building design features that keep roofs cool, such as green roofs or cool roofs.
- Prioritize environmental public benefit points for tree canopy cover and energy conservation.
- Promote site and building design for energy conservation (p.64).

The Sector Plan also recommends the development of a path/trail in the Executive Boulevard South area while minimizing any encroachment into the stream and environmental buffers.

The Application fulfills several of the Sector Plan's environmental goals. The project is infill development on an existing surface parking lot. The project will also provide more than the required amount of public open space, retention of a portion of the existing forested/wooded area, and landscaping with native species. These features advance the Sector Plan's sustainability recommendations. At the Site Plan stage, the Applicant should pursue additional sustainability features to enhance the development, such as a higher than required LEED standard or energy conservation.

### Public Benefits

The Sector Plan's recommended public benefits are the following (in priority order):

- Dedication of land for needed school sites as the highest priority public benefit.
- Fifteen (15) percent MPDUs as the highest priority public benefit for new residential development, unless the property is required to dedicate land for a school site or athletic fields that can be used by MCPS and approximate the size of a local park.
- The provision of major public facilities other than a school site, including but not limited to: land for school athletic fields; new neighborhood parks and open spaces; public transportation (new Metro Station entrance); and undergrounding of utilities.
- Quality building and site design, including but not limited to, exceptional design and public open space.
- Connectivity and mobility, including but not limited to advanced dedication, streetscape improvement, minimum parking, trip mitigation and transit access improvement.
- Diversity of uses and activities, including but not limited to care centers, moderately priced dwelling units, dwelling unit mix, and enhanced accessibility for seniors or the disabled.
- Protection and enhancement of the natural environment, including but not limited to, tree canopy, energy conservation and generation, and habitat preservation and restoration (p.104).

This Application supports the top priority Sector Plan public benefit goals by including a proportional financial contribution towards a school or park, and providing neighborhood open spaces, 15% MPDUs, exceptional design, and a portion of the trail envisioned in the Sector Plan.

### Transportation-SSP and Tax District

The Sector Plan recommended an amendment to the 2016-2020 Subdivision Staging Policy (SSP) to permit the extension of the White Flint Metro Station Policy Area (MSPA) and modifications to the Local Area Transportation Review (LATR) standards for three properties, including the Subject Property. These properties will have the higher White Flint MSPA congestion standard for signalized intersections, which has a volume-to-capacity ratio of 1.13. This translates into an average vehicle delay equivalent of 120 seconds per vehicle.

Associated with this SSP amendment, the existing White Flint Special Taxing District was extended to the Subject Property. The tax district, which imposes an ad valorem tax, exempts these properties from LATR and uses the property taxes to fund mobility infrastructure required in the phasing recommendations of the *White Flint Sector Plan*.



### White Flint Staging

The Council's approval of the *White Flint 2 Sector Plan* increased the Phase 1 and Phase 2 staging limits in the 2010 *White Flint Sector Plan* to accommodate development from 6000, 6001, 6003 and 6011 Executive Boulevard and a portion of the Wilgus properties. Phase 1 has increased from 3,000 dwelling units and 2 million square feet of non-residential development to 4,800 dwelling units and 2.75 million square feet of non-residential development. Phase 2 has increased from 3,000 dwelling units and 2 million square feet of non-residential development to 3,700 dwelling units and 2.18 million square feet of non-residential development.

This Application will be subject to the updated White Flint staging limits and the implementation rules and procedures established in the Planning Board approved White Flint Implementation Guidelines, including Staging Allocation Request (SAR).

**ii. *Encourage development that integrates target opportunities for redevelopment of single-use commercial areas and surface parking lots with mix of uses.***

This Sketch Plan includes redevelopment of an existing surface parking lot surrounding an existing commercial building with a mix of residential, office, and retail uses. The site is a compact and efficient use of space - all previously surface-parked areas will be transformed to structured parking, streets, or open spaces. The layout allows an existing building to be maintained and eventually refurbished while creating infill development around the perimeter and creating a series of different types of open space for the community to shop, live, and work.

**iii. *Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.***

The Project will provide age-restricted, multi-family housing that will enhance the housing choices in close proximity to the White Flint Metro Station. In addition to the creation of Metro-accessible senior housing, other types of mobility options will be enhanced by this Project. The first segment of a sector-planned trail connection will be provided on the western side of the Property that will eventually link the Luxmanor Elementary School and Park with the future projected bikeway on Executive Boulevard. Bike lanes will be included along both Property frontages as part of the Western Workaround. A private street network will provide internal circulation and vehicle links to the abutting roads.

Commercial services, including retail and office services will be provided on the Property. When the Project is complete, there will be no parking between the buildings and the abutting roads. The interim parking area will be screened by a fence with a mural and habitat plantings. The Project will provide a neighborhood green that is well situated to provide a visual termination to Market Street (a 2010 *White Flint Sector Plan* recommendation).

***iv. Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.***

The Project will provide a mix of residential and commercial uses at a Metro-accessible location. Building C, at the intersection of Old Georgetown Road and Executive Boulevard, will be the tallest building at 200 feet tall. Height will transition down towards the southern end of the Property adjacent to the existing detached houses. Building A is located closest to the residential community to the south of the Property. Building A will be 70 feet on the northern side of the building and will transition to 50 feet on the southern side closest to the existing detached houses. Further, Building A will be set back at least 50 feet from the southern Property line.

The Project achieves compatibility with surrounding development by stepping down the densities and heights near the existing residential development. Thus, the heights and densities are compatible and provide appropriate transitions to the surrounding development.

***v. Integrate an appropriate balance of employment and housing opportunities.***

The Project provides new residential housing opportunities for seniors, including 15% MPDUs, in addition to office and retail uses that will create many employment opportunities close to the White Flint Metro Station and other residential communities. Therefore, the Project integrates an appropriate balance of employment and housing opportunities.

***vi. Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.***

The Project will provide the required public benefits from a minimum of four categories to achieve the desired incentive density above the standard method limit.

**2. The Sketch Plan substantially conforms to the recommendations of the Sector Plan.**

As discussed in finding 1b, the Sketch Plan substantially conforms to the recommendations of the Sector Plan.

**3. The Sketch Plan satisfies, under Section 7.7.1.B.5 of the Zoning Ordinance, the binding elements of any development plan or schematic development plan in effect on October 29, 2014.**

The Sketch Plan is not subject to a development plan or schematic development plan.

**4. The Sketch Plan achieves compatible internal and external relationships between existing and pending nearby development.**

The Sketch Plan successfully achieves compatibility with the varied uses in its immediate vicinity. At the south end of the Property, the first 50 feet of space will contain landscaping, trees, and a pedestrian/bike path open to the public. The Applicant will provide trail entrance features to make the path easy to find and recognize as a public amenity, and to provide directions to other nearby recreational and cultural sites. The adjacent Building A will be residential in use and character, starting off at a height of 50 feet closest to the property line and rising to 70 feet. Architectural features will break up the mass into three sections and keep the building at a scale that is compatible with abutting detached homes. As a multi-family building for active adults ages 62 and over, Building A will be compatible with the adjoining residential neighborhood from a use perspective. The age restriction will likely result in lower levels of noise and activity than a typical multi-unit building might produce, and the lower-scale building will serve as a transition from residential uses to a more urban, mixed-use environment.

From this residential building, the existing office building and Building B will start to transition the site from a lower-scale, residential focus to a higher-scale, mixed-use character, in keeping with the existing office use abutting to the west and the multi-unit development approved across Old Georgetown Road to the east. Building A and the existing building will be similar in height to the Gables Building planned to the east. At 150 feet in height, Building B will be appropriate next to two properties to the west that are recommended in the Sector Plan for a maximum height of 150 feet.

Building C will complete the transition to high-density mixed-use with office and retail in a 200-foot, “iconic” tower that will serve as a gateway building at a key White Flint intersection. The size, design and use of Building C will be compatible with the existing office buildings of varying sizes on the Willco property across Executive Boulevard, and with the mixed-use

development the Sector Plan recommends on the Willco property. Building C will also be compatible with the high-density, mixed-use development diagonally across the intersection at Pike & Rose, which includes mid-rise and high-rise residential, shops, restaurants, entertainment venues, and offices.

The existing and proposed buildings will frame a neighborhood green that will be a highly visible amenity for residents, workers, and the surrounding area.

**5. The Sketch Plan provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading.**

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. Vehicle and pedestrian access will be available from Executive Boulevard and Old Georgetown Road. Bicycle infrastructure will be provided along both Property frontages as part of the Western Workaround project, and the Applicant will build the first segment of a sector-planned trail in the southern portion of the Property, providing a connection with properties to the west. Private roads will create an internal circulation network to access the Property's parking, primarily in garages, and the loading areas for each building.

**6. The Sketch Plan proposes an outline of public benefits that supports the requested incentive density and is appropriate for the specific community.**

Taking into account the considerations in Section 59-4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the Planning Board finds that the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site. Final determination of public benefit point values will be determined at Site Plan(s).

Table 2: Public Benefits

Outline of Public Benefits		
Public Benefit	Incentive Density Points	
	Max Allowed	Approved in Concept
59.4.7.3.A: Major Public Facility		
Trail Connection	70	5
Proportional Financial Contribution towards a School or Park		25
59.4.7.3.B: Transit Proximity		
Full Site within ½ mile of Level 1 Transit Station	50	30
59.4.7.3.D: Diversity of Uses and Activities		
Affordable housing- 15% MPDUs	n/a	30
59.4.7.3.E: Quality of Building and Site Design		
Exceptional Design	10	10
Public Open Space	20	16
Structured Parking	20	13
59.4.7.3.F: Protection and Enhancement of the Natural Environment		
Building Lot Termination (BLTs)	30	15
Total	-	144

#### Major Public Facility

*Trail connection:* The Applicant requests five points for the construction of the first segment of a sector-planned trail along the southern and western edges of the Executive Boulevard South area. This is appropriate given the Sector Plan recommendation to link Luxmanor Elementary School and Park and the future protected bikeway on Executive Boulevard via an eight-foot wide trail. The Applicant's portion of the trail will be enhanced with a bike repair station, benches and lush plantings to help create a buffer between the development and the existing single-family homes to the south. This trail is to be completed with the first phase of development.

*Financial contribution towards a school or park:* The Applicant requests up to 25 points for making a proportional financial contribution towards a school or a park within the Sector Plan area. The highest priority public benefit for this Sector Plan area is dedication of land for needed school sites. Land for school athletic fields is another high priority public benefit. The Applicant's financial contribution will help offset the cost to acquire land, or to construct or renovate a facility within the Sector Plan area. Details about the contribution amount and points awarded will be determined at Phase 1 site plan approval.

### Transit Proximity

The entire Property is located between one-quarter and one-half mile from the White Flint Metrorail (level 1) Station and the Applicant requests 30 points as allowed in the Zoning Ordinance. The points for this category will be phased across the Sketch Plan development.

### Diversity of Uses and Activities

*Moderately Priced Dwelling Units:* The Applicant seeks to gain approval for 30 points for providing 15% MPDU's, one of the highest *White Flint 2 Sector Plan* goals. The project will provide 15% MPDUs, 2.5% above the minimum required. Twelve (12) points are allowed for every percentage point over the required 12.5% MPDUs as demonstrated in the calculation below. Staff supports the Applicant's request based on the following calculation:

$[15\% (\text{percentage MPDUs provided}) - 12.5\% (\text{percentage MPDUs required})] * 12 = 30 \text{ points.}$

### Quality of Building and Site Design

*Exceptional Design:* The Applicant requests 10 points for building or site design visual and functional impacts of which exceptionally enhance the character of a setting. Per the Incentive Density Guidelines, 10 points are appropriate for development that meets all six design criteria for building or site design. The Applicant explains that the Project will meet all of the design criteria listed below:

- Provide innovative solutions in response to the immediate context.
- Creating a sense of place and serves as a landmark.
- Enhancing the public realm in a distinct and original manner.
- Introducing materials, forms or building methods unique to the immediate vicinity or applied in a unique way.
- Designing compact infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site.
- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

*Public Open Space:* The Applicant seeks approval for 16 out of a possible 20 points for this category for providing public open space in excess of the Zoning Ordinance requirements. The required 10% - 28,289 square-feet provided in Phase 1 with the trail connection/buffer & enhanced stream area. The neighborhood public green, which the Applicant will strive to phase in during Phase 2, will be completed during Phase 3. Points estimated in each phase are based on the amount of open space anticipated above the 10% requirement for the Site. The 16 points are based on the following calculation:



$[45,233 \text{ (public open space provided in square feet)} / 202,704 \text{ (net lot area in square feet)}] \times 100 = 16 \text{ points.}$

*Structured Parking:* The Applicant seeks 13 points out of a possible twenty for providing structured parking across all three phases of the development. Staff supports the request based on the following preliminary calculation:

$[(784 \text{ above grade spaces} / 1,347 \text{ total spaces}) \times 10] + [(535 \text{ below-grade spaces} / 1,347 \text{ total spaces}) \times 20] = 13.8.$

#### Protection and Enhancement of the Natural Environment

*Building Lot Termination (BLT):* The Applicant requests 15.9 points permitted for the purchase of approximately 1.35 BLTs. Staff supports the Applicant's request for 15.9 points at this time based on the following calculation:

$(927,420 \text{ (optional method density in square feet)} - 185,484 \text{ (standard method density in square feet)}) \times 7.5\% \text{ (percentage of incentive density floor area)} / 31,500 \text{ (square feet of gross floor area required per BLT)} \times 9 \text{ (points per BLT purchased)} = 1.76 \text{ BLTs \& 15.9 points.}$

### **7. *The Sketch Plan establishes a feasible and appropriate phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.***

The Applicant intends to follow this Sketch Plan application with a preliminary plan application and a site plan application for Phase 1 of the development. Although identified presently as Phases 1, 2, and 3 based on current plans, phases may occur in any order or may be combined and the timing of site plan applications for Phase 2 and Phase 3 has not been determined. The elements of the project that are planned to be included in each phase are defined in the Project Description section of this report.

Public Benefits will be phased by percentage of density planned for each of the three projected phases for this development as follows:

Table 3 –Phasing of Public Benefits				
Public Benefit	Incentive Density Points Approved in Concept			
	Total	Phase 1 (312,789 GFA-34%)	Phase 2 (299,688 GFA-32%)	Phase 3 (314,941 GFA-34%)
<b>59.4.7.3.A: Major Public Facility</b>				
Trail Connection	5	5	-	-
Proportional Financial Contribution towards a School or Park	25	25	-	-
<b>59.4.7.3.B: Transit Proximity</b>				
Full Site within ½ mile of Level 1 Transit Station	30	10.1	9.7	10.2
<b>59.4.7.3.D: Diversity of Uses and Activities</b>				
Affordable housing- 15% MPDUs	30	10.8	19.2	-
<b>59.4.7.3.E: Quality of Building and Site Design</b>				
Exceptional Design	10	3.4	3.2	3.4
Public Open Space	16	3.0	5.0	8.0
Structured Parking	13	3.5	3.8	5.7
<b>59.4.7.3.F: Protection and Enhancement of the Natural Environment</b>				
Building Lot Termination (BLTs)	15	7	4.7	3.3
<b>Total Points (percentage of points)</b>	<b>144</b>	<b>67.8 (47%)</b>	<b>45.6(31%)</b>	<b>30.6 (22%)</b>

## SECTION 5: CONCLUSION

The Sketch Plan application satisfies the criteria and findings under Sections 59.4.5.4 and 59.7.3.3.E of the Zoning Ordinance and substantially conforms to the recommendations of the *White Flint 2 Sector Plan*. Therefore, Staff recommends approval of the Sketch Plan with the conditions specified in Section 1 of this report.

### ATTACHMENTS

*Attachment A: Corrected Resolution MCPB No. 18-048 (Sketch Plan No. 320180140)*

*Attachment B: Staff Report (Sketch Plan No. 320180140)*

*Attachment C: Justification Letter from Applicant*

*Attachment D: 30-day Extension (Sketch Plan No. 320180140)*